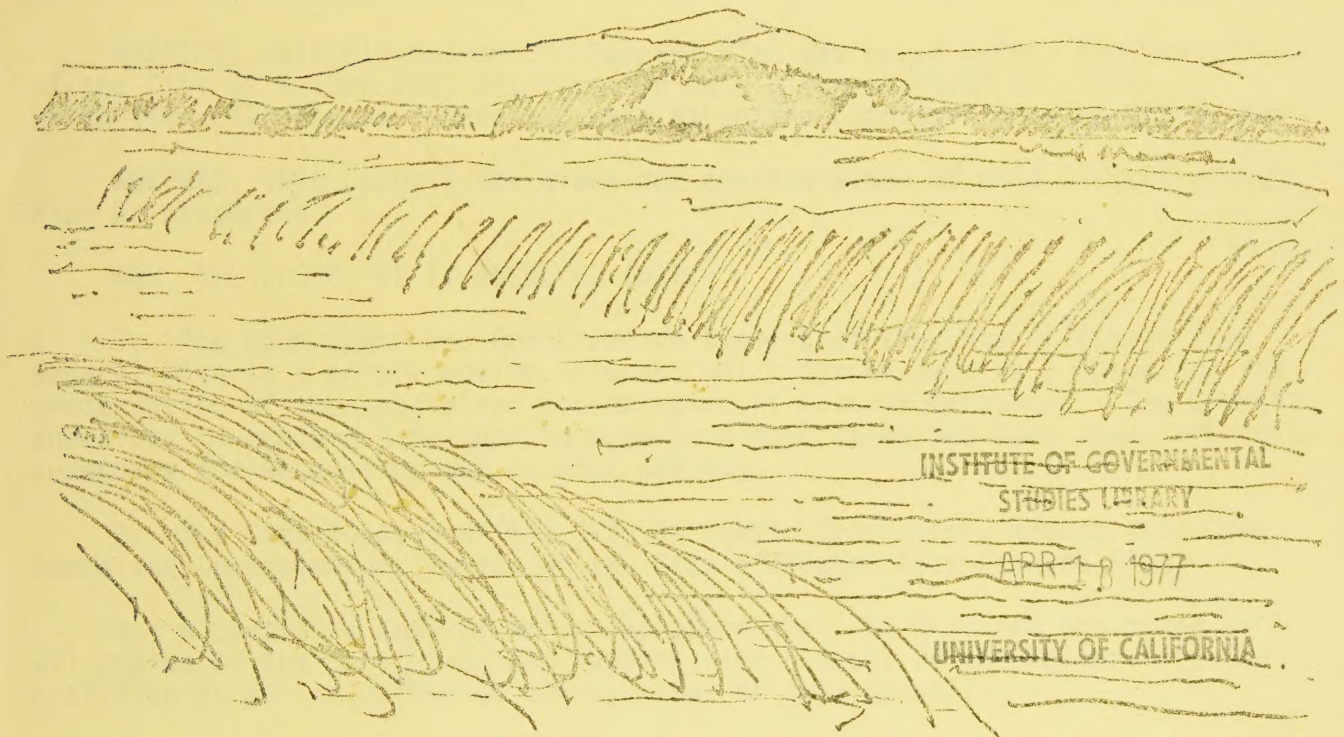


OPEN-SPACE AND CONSERVATION ELEMENT



INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

APR 18 1977

UNIVERSITY OF CALIFORNIA

city planning
Land Utiliz.
Conservation

Foster City
" "
" "



FOSTER CITY, PLANNING DEPARTMENT

CIVIC CENTER, 610 FOSTER CITY BOULEVARD, FOSTER CITY

RESOLUTION NO. 74-28

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOSTER CITY ADOPTING THE OPEN SPACE AND CONSERVATION ELEMENT OF THE CITY OF FOSTER CITY GENERAL PLAN

CITY OF FOSTER CITY

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FOSTER CITY, as follows:

WHEREAS, the Staff of the Department of Planning did prepare and present to the Foster City Planning Commission the Open Space and Conservation Element of the City of Foster City General Plan; and

WHEREAS, said Element of the General Plan was heard before the Planning Commission after notice duly given on December 6, 1973, continued to December 13, 1973, continued to January 3, 1974, and continued to January 10, 1974, at which time all persons interested were given the opportunity to be heard; and

WHEREAS, on January 21, 1974 the Planning Commission did pass and adopt Resolution P-1-74 approving said Open Space and Conservation Element and endorsing it for consideration by the Council of the City of Foster City; and

WHEREAS, said Element of the General Plan was heard before the Council of the City of Foster City after notice duly given on March 25, 1974, at which time all persons interested were given the opportunity to be heard; and

WHEREAS, this Council has given due consideration of said Element of said Plan as presented.

NOW, THEREFORE, BE IT RESOLVED that:

1. The Open Space and Conservation Element of the City of Foster City General Plan is a comprehensive document which can be used as a guide for the preservation of open space and conservation of natural resources. The Element endeavors to achieve a balance between developed space and open space amenities necessary for an environment of high quality.

2. The City Council of the City of Foster City hereby adopts said Open Space and Conservation Element of the City of Foster City General Plan.

3. A certified copy of this Resolution shall be prepared and bound with all copies of the Open Space and Conservation Element of the Foster City General Plan as an indication of the approval of this Council.

PASSED AND ADOPTED as a Resolution of the City Council of the City of Foster City at the Regular Meeting held on the 22nd day of April, 1974 by the following vote:

AYES: Councilmen Lappin, Larsen, Matsuo, McGrew; Duffelmeyer

NOES: None

ABSENT: None

ABSTAIN: None

H. J. Duffelmeyer
H. JAMES DUFFELMEYER, MAYOR

ATTEST:

Andrea M. Pavone
ANDREA M. PAVONE, CITY CLERK

I hereby certify that the foregoing is a full, true and correct copy of Resolution No. 74-28 duly adopted by the City Council of the City of Foster City at its Regular Meeting of April 22, 1974.

Andrea M. Pavone
ANDREA M. PAVONE, CITY CLERK

RESOLUTION NO. P-1-74

A RESOLUTION OF THE FOSTER CITY PLANNING COMMISSION ENDORSING AND RECOMMENDING THE OPEN SPACE AND CONSERVATION ELEMENT OF THE CITY OF FOSTER CITY GENERAL PLAN.

CITY OF FOSTER CITY PLANNING COMMISSION

BE IT RESOLVED BY THE CITY OF FOSTER CITY PLANNING COMMISSION, as follows:

WHEREAS, the Staff of the Department of Planning prepared and presented to this Commission the Open Space and Conservation Element of the City of Foster City General Plan; and

WHEREAS, said Element of the General Plan was heard after notice duly given before this Commission on December 6, 1973, continued to December 13, 1973, continued to January 3, 1974 and continued to January 10, 1974, at which time all persons interested were given the opportunity to be heard; and

WHEREAS, this Commission has given due consideration of said Element of said plan as presented.

NOW, THEREFORE, BE IT RESOLVED that:

1. The Open Space and Conservation Element of the City of Foster City General Plan is a comprehensive document which can be used as a guide for the preservation of Open Space and Conservation of natural resources. The Element endeavors to achieve a balance between developed space and open space amenities necessary for an environment of high quality.

2. The Commission approved said Open Space and Conservation Element and endorses it for consideration by the Council of the City of Foster City.

3. A certified copy of this Resolution shall be prepared and bound in with all copies of the Open Space and Conservation Element of the Foster City General Plan as an indication of the endorsement and approval of this Commission.

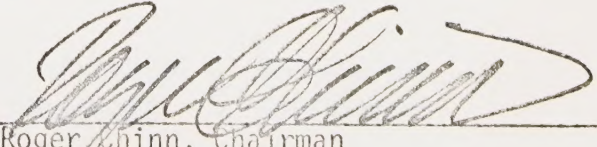
PASSED AND ADOPTED by the City of Foster City Planning Commission at an Adjourned Regular Meeting thereof held on the 21st day of February, 1974, by the following vote of the members thereof:

AYES: Commissioners Dozier, Hong, King and
Chairman Chinn.

NOES: None

ABSENT: None

ABSTAIN: Commissioner Kundupoglu



Roger Chinn, Chairman
City of Foster City Planning Commission

OPEN-SPACE AND CONSERVATION ELEMENT

PREPARED FOR THE FOSTER CITY PLANNING COMMISSION
BY THE FOSTER CITY PLANNING DEPARTMENT

TABLE OF CONTENTS

	<u>Page</u>
I. <u>INTRODUCTION</u>	
Introduction	1
Authority	2
Purpose & Scope	4
Approach	5
Categories	5
II. <u>OBJECTIVES & POLICIES</u>	
Major Objectives	7
Recommendations for Open Space Policies	9
III. <u>RELATIONSHIP TO OTHER PLANS</u>	
General Plan	13
Future Elements	13
Regional Plans	14
Parks & Recreation Plan	14
IV. <u>INVENTORY & ANALYSIS</u>	
Inventory & Analysis	15
City Parks & Recreation Spaces	15
Other Public/Semi-Public Lands	23
Private Vacant Lands	26
Waterways	27
Rights-of-Way	32
Scenic Roadways	33
Specific Areas	38
V. <u>IMPLEMENTATION</u>	
Implementation	43
Possible Methods of Financing	46

CITY COUNCIL

Paul A. Nelson, Mayor
Mark Reeve, Vice Mayor
H. James Duffelmeyer
Kiyoshi Matsuo
William E. Walker

CITY PLANNING COMMISSION

Roger Chinn, Chairman
Lee Dozier, Vice Chairman
Robert Hong
Milton King
Aysun Kundupoglu

PARKS & RECREATION ADVISORY COMMITTEE

William E. Walker, Chairman
Paul A. Nelson, Vice Chairman
Al T. Bergeron
Donald J. Larsen
M. D. Smith
John Battaglia
James Jones
John Wattenbarger
Mary Baker
Gerlinda Thomas

DEPARTMENT OF PLANNING

Jack Rogoway, Director
Arthur M. Stout, Associate Planner, AIP
Pamela Coakley, Secretary
Anna Trachtenberg, Secretary

MAPS

	<u>Page</u>
Existing Park and Recreation Spaces	16
Areas Proposed as Additional Park & Recreation Spaces	19
Other Public and Semi-Public Lands	24
Private Vacant Lands	28
Waterways	31
Scenic Roadways	35
Specific Areas	39
Marina-Park Area	42

TABLES

Table A - Existing Park and Recreation	17
--	----

INTRODUCTION

The preparation of this Open-Space and Conservation Element is due to the concern of the community to its environment and quality of life. For over one hundred years, California has been, to the people of the country and to the world, the land of "Golden Opportunity", drawn here by the magnetic lure of its magnificence and beauty, so much so in fact, that they themselves have become a threat to those things which they cherish. Throughout the state, and particularly in the San Francisco Bay Area, expansion and a burgeoning population has become a threat to the preservation and conservation of areas for open-space.

In response to this problem, the citizens have manifested their interest in maintaining and preserving the quality of their communities through the State Legislature which has established a significant program to require both public and private developments to respond to the environmental needs and impacts which are created by such development. The State Legislature has not only enacted the California Environmental Quality Act but has required that several environmentally oriented elements be added to those now comprising the General Plan -- Open-Space Element, Conservation Element, Scenic Highways Element, Noise Element, Safety Element and Seismic Element. This Open-Space and Conservation Element is a specific plan within the meaning of the State Planning Enabling Act and, when adopted, can be used to control development. The officially adopted objectives and policies will be used to guide the implementation of the Open-Space and Conservation Element and contains a program describing specific programs which the City can use in implementing the Open-Space and Conservation Element.

Authority

Section 65300 of the State Statutes requires that each planning agency shall prepare and each city shall adopt a General Plan for its physical development. In addition, the statutes require that the General Plan shall include both Open-Space and Conservation Elements.

With regard to the Open-Space Element, the Legislature finds and declares the following:

- a. "That the preservation of open-space land, as defined in this article, is necessary, not only for the maintenance of the economy of the state, but also for the assurance of the continued availability of land for the production of food and fiber, for the enjoyment of scenic beauty, for recreation and for the use of natural resources.
- b. That discouraging premature and unnecessary conversion of open-space land to urban uses is a matter of public interest and will be of benefit to urban dwellers because it will discourage non-contiguous development patterns which unnecessarily increase the costs of community services to community residents.
- c. That the anticipated increase in the population of the state demands that cities, counties, and the state at the earliest possible date make definite plans for the preservation of valuable open-space land and take positive action to carry out such plans by the adoption and strict administration of laws, ordinances, rules and regulations as authorized by this chapter or by other appropriate methods.
- d. That in order to assure that the interests of all its people are met in the orderly growth and development of the state and the preservation and conservation of its resources, it is necessary to provide for the development by the state, regional agencies, counties and cities, including charter cities, of statewide coordinated plans for the conservation and preservation of open-space lands.
- e. That for these reasons, this article is necessary for the promotion of the general welfare and for the protection of the public interest in open-space land."

"Open-Space land" is defined as land falling in one or more of four categories.

Section 65560 of the statutes describes open-space as:

"Any parcel or area of land or water which is essentially unimproved and devoted to an open-space use as defined in this section, and which

is designated on a local, regional or state open-space plan as any of the following:

1. Open-space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams and watershed lands.
2. Open-space used for the managed production of resources, including but not limited to forest lands, range land, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.
3. Open-space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails and scenic highway corridors.
4. Open-space for public health and safety, including, but not limited to areas which require special management or regulations because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality."

With regard to the Conservation Element, section 65302 of the State Statutes describes this element as being

"for the conservation, development and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies which have developed, served, controlled or conserved water for any purpose for the county or city for which the plan is prepared.

The Conservation Element may also cover:

1. The reclamation of land and waters.

2. Flood control
3. Prevention and control of the pollution of streams and other waters.
4. Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
5. Prevention, control and correction of the erosion of soils, beaches and shores.
6. Protection of watersheds.
7. The location, quantity and quality of the rock, sand and gravel resources."

Purpose & Scope

The major purpose of the Open Space and Conservation Element is to insure that Foster City maintains parks, recreation areas and open spaces that will satisfy the needs of the people of Foster City and that such needs are considered as an essential part of maintaining a balance between developed space and open-space amenities which are necessary for a satisfying living environment.

The scope of this report includes, not only the City of Foster City, but also areas in its sphere of influence. The areas of the Bay, Belmont Slough, the National Wildlife Refuge, Marina Lagoon and Mariners Island are significant areas in this sphere of influence. They are important because they form a background and an integral part of the fabric of the community.

The report includes a wide and diverse range of lands. Because so much of the city is developed or allocated to development, an effective plan must deal with the provision and use of open space in an urban context. This report deals with specific sites of importance to the Open-Space and Conservation Element.

The scope of the report also directs itself to the various methods to be

considered in implementing such a program. Methods vary from very specific and detailed proposals to other methods which, because of their nature, cannot be described in detail and must be refined separately from this report.

Approach

The Open Space and Conservation Element guidelines, as established by the State, are naturally general and all-encompassing, in order to be applicable to all the various and varied jurisdictions in the State. As Foster City is more urban than rural, this report is primarily concerned with those factors which are more important to urban areas, and consequently deals at times on rather small scales.

Categories

In order to define Open-Space and Conservation categories, an analysis of existing or potential open spaces and their open space and conservation significance was made. The following seven categories were established only to facilitate their evaluation and discussion, not because they have special or unique open space value or characteristics.

The first category includes lands over which the City or County has direct control, essentially parks and recreation facilities. Since this category is dealt with in detail in the Parks & Recreation Master Plan, discussion is limited to a brief recap and to certain recommendations. Examples of this category would be Gull and Marlin Parks.

The second category is other public or semi-public lands over which the City may or may not have direct control. Examples of this category would be the P. G. & E. easements, schools and civic center.

The third category is privately held vacant land. This is the most difficult section to deal with since such lands are subject to development at any time and open space uses cannot always be required without acquisition.

The fourth category is waterways. Examples in this category would include the lagoons, slough and bay.

The fifth category includes public rights of ways. Streets and highways take up a tremendous amount of space, shape urban growth and are an actual or potential open space resource.

The sixth category is scenic roadways. While the Scenic Highway Element will treat this subject in detail, there are some highways and streets in the City which merit inclusion in this Element for their open space and conservation value and need for open space planning.

The seventh category includes specific areas of community concern which, because of their unique characteristics give them special open space and conservation values. Examples are such areas as downtown, Civic Center, high school and marina.

MAJOR OBJECTIVES

The reasons for which open space preservation is important are numerous. The following major objectives are stated here.

1. Development and preservation of vegetation. As Foster City becomes more developed, the need for the development and preservation of vegetation increases. Mature trees and shrubs ameliorate the sterility of pavement and structures and introduce some relief to man made environments. They also serve a function in the oxygen-carbon dioxide exchange, enhance air quality, moderate temperatures, help regulate wind patterns and add to property values in areas where they are located.

The skillful use of open space can, perhaps, more than any type of actual physical development, shape, guide and limit future urban growth. Heavy vegetation, for one, is a logical definer of developable areas. An organized combination of developed and natural areas gives a community the appearance of having grown out of the land rather than as having mounted an attack on it.

2. Increased Public park space needs. As the time arrives when land becomes increasingly scarce, the need for formally designated active and passive park purposes increases. Although Foster City is less deficient in large park spaces, than it was at the time when the Master Plan for parks was prepared, the need to obtain adequate and functional park spaces in those neighborhoods which are presently undeveloped should be reviewed carefully. In addition, the reclamation of lands forming the area of Foster City

has resulted in a dike system which provides a unique opportunity to establish a continuous pathway (pedestrian and/or bicycle) system which could not only provide a significant recreational facility but which could also make it possible to have pedestrian access to the entire water system surrounding the City.

3. Foster City's prominent image of being "water oriented" should be preserved It is the policy of the City to make lagoon frontage part of the development of adjacent land. Where warranted consideration should be given to establishing methods for providing more public access to the lagoon system. As most of the remaining development adjacent to the lagoon system consists of uses requiring high intensity buildings, consideration should be given to encouraging project designs which at least permit public views of the lagoon.
4. Enhancement of Scenic value of open space. Foster City is built upon the low-lying land along the western shore of the bay, the development having grown in stages as large acreages have been reclaimed and improved as development has proceeded. Scenic value includes two separate aspects; one the view of, and the other the view from. It is possible to obtain macro-views of Foster City from the surrounding hills which look down onto the low-lying areas of the bay, and it is also possible to obtain micro-views of certain areas of the community, usually as you reach the top of the several bridges which cross the lagoon system. More views of the waterway system and wild life areas need to be provided and need to be considered in the implementation of the open space and conservation program.

RECOMMENDATIONS FOR OPEN SPACE POLICIES

The analysis of the community's open space resources, and their importance to the community, indicates that the following policies will assist in the preservation of open space values, which are significant community wide, and in the conservation of significant natural and man made resources.

1. That the dike land presently under City control be used to establish a circumferential pathway system around the City.
2. That a continuing program be established to acquire private areas, as they become available, for the completion of the pathway system.
3. That the existing private walkway areas located in Neighborhoods Eight and Nine be deeded to the City and improved at such time as they are needed to provide access to the proposed new schools and parks in these neighborhoods.
4. That school sites should be contiguous to a park and planned for joint benefit and use.
5. That school-park agreements be established between the school district and City for both joint use and planning of school-park facilities.
6. That more attention be given by the school district to improving and maintaining the appearance of existing school facilities.

7. That the City require undergrounding of all transmission lines. During the interim period a program for beautification and recreational use of a portion of the undeveloped P. G. & E. easements be required. Specific programs such as hydro-seeding may be used and that the result observed carefully and that if proven successful, such program be considered for use in other areas.
8. That development regulations place particular emphasis on the requirement of open space areas, not only as they are shown on the General Plan but also as part of specific development plans as well.
9. That those portions of the Foster City Lagoon System which are still in private ownership be deeded to the City.
10. That the wildlife and marshland areas of Belmont Slough be protected and preserved.
11. That efforts be made with the appropriate state agencies to examine, evaluate and determine the potential use of Foster City Lagoon for fish and marine culture.
12. That a comprehensive tree planting program be instituted by the City using the help of professional expertise which not only covers rights-of-way but which could also be used on private yard areas.
13. That a re-evaluation of existing street sections for new residential and collector streets be made as part of the Circulation Element to determine adequacy for street tree planting.

14. That bridge approaches on both Hillsdale Boulevard bridges need to be improved. Such improvements would enhance the bridges' function for viewing the lagoon areas.
15. That landscaping of median strips needs to be re-evaluated in light of their desired function.
16. That in approving development plans along major roadways, consideration be given to the overall effect such plans will have on the total visual appearance of the street.
17. That the downtown section of the Town Center which represents a strong central focus for the City, receives significant design review to insure that open space and landscaping treatment will be given careful consideration.
18. That temporary treatment or use should be given to the vacant portion of the Civic Center area to eliminate its appearance as an eyesore and to set an example to others. The area could be used, for example for the overflow parking for the Recreation Center, a flea market, a public garden area for use by local garden clubs or as an experimental or test planting area by the Recreational Department.
19. That the unused portions of the proposed high school area should be given some type of temporary treatment to improve its appearance and to

prevent wind erosion and sand storms which create air pollution problems. Its recreational use should be continued and other recreational uses should be encouraged.

20. The Regional Park area should be expanded by including adjacent marshlands.

RELATIONSHIP TO OTHER PLANS. III.

RELATIONSHIP TO OTHER PLANS

This report, the Open Space and Conservation Element, represents the first elements to be prepared as part of the total Foster City General Plan revision program. Consequently, they are being compared to local plans which have previously been adopted and which later may be revised as part of the total General Plan Revision.

General Plan

The Open Space and Conservation elements are related to and are generally consistent with the 1972 adopted General Plan. The 1972 adopted General Plan was basically a land use and thoroughfare plan and did not detail the other elements which are now presently required and are now being prepared

Future Elements

It should be noted that as other elements are prepared it may be necessary to re-evaluate these elements in order to establish an overall plan consistency; this is not an unusual situation and, in fact, an annual re-evaluation of the General Plan is a mandatory requirement of State Law. For example, seismic and geologic hazards are included in the rationale for open space conservation, but will be more completely dealt with in the Seismic Safety Element. Open space buffers from noise generators are considered; noise and ways of dealing with this problem will be the specific concern of the Noise Element. The same situation would also apply to the Scenic Highway Element.

Regional Plans

The Open Space and Conservation Element report is consistent with regional plans of other agencies on the same subject. The Bay Conservation and Development Commission's (B. C. D. C.) primary concern is San Francisco Bay and the City's adopted shoreline plan. Bay Plan Map 8 indicates a waterfront park, beach use area on the Foster City shoreline of the slough, extending from the San Mateo Hayward Bridge to a point approximately three-quarters of the way down the slough. In addition, the map indicates that there is a proposed marina on the Foster City side of the slough within the waterfront park priority use area.

San Mateo County plans for open space are dated and currently under review, but their 1969 adopted Parks and Open Space Element reflect a similar shoreline program with a proposed marina.

A review of the City of San Mateo Open Space and Conservation Element indicates present compatibility particularly in those areas where the two cities have common boundaries such as the Marina Lagoon and Third Avenue.

Parks and Recreation Plan

By its nature the Open Space and Conservation Element must be closely related to the Recreation Element. The Park and Recreation Master Plan as adopted in 1969 is not as complete in its physical proposals as is reflected in this Open Space and Conservation Element report. This report should provide substantial inputs in upgrading the Recreation Element when it is prepared.

INVENTORY & ANALYSIS IV.

Inventory & Analysis

This section of the Open-Space and Conservation Element discusses the seven categories of Open-Space as initially mentioned at the beginning of this report. The lands in these categories each contain attributes which contribute to their discussion here. Such attributes include factors such as public or private lands, all water areas, scenic roadways, etc.

The categories consist of the following:

- . City Parks & Recreation Spaces
- . Other Public & Semi-Public Lands
- . Private Vacant Lands
- . Waterways
- . Rights-of-Ways
- . Scenic Roadways
- . Specific Areas

Categories

This section evaluates each category in terms of its value and importance to the Open-Space and Conservation Element.

PARKS AND RECREATION SPACES

All park and recreation spaces will be included in the Open-Space Zone. Exhibit A on the following page shows the location of all existing parks and recreation lands owned by the City/District or County. Table A summarizes the information on existing parks and recreation areas.



Exhibit A

EXISTING PARKS & RECREATION SPACES

TABLE A
EXISTING PARK & RECREATION

<u>No.</u>	<u>Neigh.</u>	<u>Name</u>	<u>Function</u>	<u>Improved</u>	<u>Parcel No.</u>	<u>Acres</u>
1	1	Erckenbrack	Park	Yes	H	3.518
2	1	Pilgrim	Walkway	Yes	E & F	.871
3	1	Constitution	Walkway	Yes	J & K	.858
4	2	Killdeer	Park	Yes	A	2.426
5	2	Gull	Beach Park	Yes	K	3.139
6	2	Turnstone	Park	Yes	I	1.553
7	2 & 3	Pedway Park	Walkway	No	State & 3	1.000
8	3	Shad	Park	Yes	B	2.116
9	3	Pompano	Park	Yes	C	.615
10	3	Marlin	Beach Park	Yes	D	3.068
11	3	Sunfish	Park	Yes	H	2.421
12	3 & 4	San Mateo Co.	Walkway	No	6	1.690
13	3 & 4	Wildlife Refuge	Refuge	No	A & B	33.400
14	4	Ketch	Park	Yes	C, 256 & 257	1.612
15	4 & 5	Catamaran	Beach Park	No	K & D	9.055
16	7	Sea Cloud	Regional Park	No	23	50.000
17	8	Boothbay	Park	No	G	2.212
18	9	Edgewater	Park	Yes	G & F	8.580
19	9	Arcturas	Park	Yes	I	.750
20	9	Shell Cove	Walkway	No	Lot A (2925')	.671
21	T.C.	Central Park	Park	Yes	B	13.267
22	T.C.	Rec. Center	Center	Yes	D	7.778
23	T.C.	Marlin Cove	Boat Park	Yes	H	3.168
						<u>153.759</u>
24	2	Fishing Bridge	Fishing Bridge	Yes	*	

* This facility is located on state land by agreement only

Recommendations:

There are several parcels of land which are either in public or private ownership that should be considered as additions to the park and recreation system.

Exhibit B shows these parcels and are numbered to facilitate reference to the discussion below.

1. This parcel is in City ownership and represents the dike area from the area presently designated and proposed to be funded for pedway park to the area presently owned by San Mateo County. This area would represent better than an acre in size and would be a logical extension of the pedway or pathway system.
2. This area represents the dike area extending southerly from the San Mateo County property to a triangular parcel owned by the San Mateo Scavenger Company. The parcel is 40 feet wide and traverses the easterly and southern boundaries of the Sea Cloud Regional Park land. This parcel should be incorporated into the regional park and could be used, in part, as an extension of the pathway system.
3. This area represents two ownerships -- Centex West, Inc. and the San Mateo Scavenger Company. The total area involved represents 16 acres of marshland, all lying within the dike area of the Belmont Slough. The area is unbuildable and subject to tidal action. It should better be in public ownership and retained as part of the wildlife refuge. This property would be a logical extension of the 33-acre wildlife refuge presently retained by the City in a life-of-structure permit from the State and as part of the regional park area.
4. This triangular parcel, containing about 4 acres, is owned by the San Mateo Scavenger Company and is partly in the slough, the dike area, and in the area con-



Exhibit B

AREAS PROPOSED AS ADDITIONAL PARK & RECREATION SPACES

sidered for expansion of the regional park. It would be desirable to acquire the entire piece. This would expand the wildlife refuge, as discussed in Item 3, provide for the continuation of the pathway system and provide land for the regional park.

5. Owned by Centex West, Inc., this area would provide for a major expansion of the regional park. The City's General Plan shows a portion of this area for school purposes. Recent indications by the San Mateo City School District propose the abandonment of this area for a future school site, however a school site is still suggested. The extent and configuration of this area would be limited somewhat to the eventual delineation of Edgewater Boulevard and its connection to the Laurie Meadows interchange at U. S. 101.

6. This area represents a similar parcel, as discussed in Item 2 above (40' dike area). This strip would be desirable as an extension of the pathway system. The strip runs from the triangular land of the San Mateo Scavenger Company to Lot 487 in Neighborhood 8. It should be noted that the east-west portion of this strip is located in Redwood City and is some 215+ feet south of the corporate limits. It would seem warranted that consideration be given to discussions with Redwood City regarding some adjustment to the corporate line.

7. Owned by Centex West, Inc., this strip of land lies within the slough area adjacent to the dike area, as described in Item 6 above. The southern part of this strip lies in that portion of Redwood City, as also described in Item 6 above. The acquisition of these parcels would provide a continuation of the wildlife refuge area.

8. This area represents the dike area along the Marina Lagoon being the rear portion of the lots on Port Royal Avenue and Cumberland Court backing on the lagoon. The acquisition of this dike area would provide a continuation of the pathway system from the strip as described in item 6 to the south end of the pathway easement as dedicated in the Shell Cove townhouse project. The strip is presently in the ownership of Centex West, Inc.

9. There are eight walkways in Neighborhood eight, four of them provide access from Port Royal Avenue to the Marina Lagoon while four provide walkways between streets. In addition there is one walkway between Polaris Avenue and Arcturus Circle in Neighborhood 9 which would provide a connection between Arcturus Park and Edgewater Park. All of these walkways are owned by Centex West, Inc. and have never been dedicated to the City for walkway purposes. The dedication of the four walkways along Port Royal Avenue would provide a public access to the proposed pathway as described in item 8 above.

10. There is, at present, a nine acre school site adjacent to the 2.2 acre Boothbay Park. The San Mateo City School District staff has indicated that this school facility should be located further south off Edgewater Park Boulevard. This is based on the necessary establishment of the Edgewater School site and the fact that the Boothbay site would be too close. With the extension of Edgewater Boulevard, in a new configuration, to connect with the Laurie Meadows interchange at U.S. 101, a possible new school site could be provided farther south of Boothbay. This could then mean that the proposed nine acre school site could be added to the present Boothbay 2.2 acre park to form a large

neighborhood park. In addition, the City and School District should establish a joint agreement for planning and use of school--parks. This should be done regardless of any new school--park site because it should be utilized, in any case, with the Edgewater school--park site.

11. This area would represent a strip along the Marina Lagoon of sufficient width to provide an extension of the pathway system north from Shell Cove to the City Limits line. The Lagoon strip is part of the south end of Town Center and is presently owned by Centex West, Inc.

12. This parcel consists of a twenty foot strip which begins at the Marina Lagoon and then parallels the City Limits line in a northerly fashion to its intersection with lands owned by the State Division of Bay Toll Crossings near Third Avenue. This strip is interrupted by the Nineteenth Avenue Freeway, therefore, the utilization of this strip as a continuation of the pathway system would necessitate some form of readjustment possibly through the proposed new interchange for Mariners Island.

13. This area represents a continuation of the pathway system by some form of pathway along Third Avenue within the lands owned by the State Division of Bay Toll Crossings. The City of San Mateo is presently negotiating with the B. T. C. for lands along the south side of Third Avenue running from the Marina Lagoon to Mariners Island Boulevard. Discussions with the City of San Mateo indicate that the area they are interested in will be used for utility and park purposes. As part of the property is located within Foster City, contact should be made with the City of San Mateo to clarify

future use and obtain some commitment as to the possibility of extending our pathway system.

14. This area would consist of the dike area deeded to the District from T. Jack Foster for levee maintenance. This strip is forty feet wide and starts from the B. T. C. property at Marina Lagoon running along the dike in a half moon fashion and in an easterly direction until it again intersects the B. T. C. property. This strip would provide public access to the bay and a continuation of the proposed pathway system.

15. This area would represent a strip along the bay shore of sufficient width to provide an extension of the pathway system from where it intersects the B. T. C. property as indicated in item 14 above easterly to the San Mateo Bridge and then in a southerly direction to its intersection with the pedway park now being applied for by the City along Beach Park Boulevard. The development of this bay frontage would involve the B. T. C., State Lands Commission, Specialty Restaurants, Inc., State Division of Highways and County of San Mateo.

16. This area is owned by the State Division of Highways with a portion used by the County as a parking area for the fishing bridge. The State is attempting to dispose of this parcel of land and every effort should be made to obtain a portion of this area in public ownership for the continuation of the fishing pier.

OTHER PUBLIC & SEMI-PUBLIC LANDS

Exhibit C on the following page shows the areas of other public and semi-public



Exhibit C

OTHER PUBLIC & SEMI-PUBLIC LANDS

SCALE in feet

0 1000 2000 3000

-  Proposed School
-  Existing School
-  Proposed School-Park
-  E P G & E Easement

lands, including schools, P. G. & E. easements, and civic center. These areas will, for the most part, be included in the open-space zone.

Recommendation:

1. That a school-park agreement between the Park and Recreation Department and the San Mateo City School Board be established for both planning and joint use of school-park facilities.
2. That a similar arrangement be established with the San Mateo Union High School District when Marina High School is constructed.
3. That landscaping of existing schools are significantly deficient, particularly in the area of trees. Schools should provide a central focus for neighborhoods and because they are public buildings their appearance should be of concern and pride to neighborhood residents. Strong efforts need to be made in improving the external appearance of these facilities.
4. There is a great deal of area existing as easements for high power transmission lines. Every effort should be made by the City to ultimately establish an undergrounding of these lines. Such undergrounding would eliminate an unsightly feature and would reduce the easement area, thus, increasing the amount of developable land and the assessed value associated with such increase. The largest and most prominent area in the community runs along Foster City Boulevard, one of our major highways. This makes this easement area perpetually subject to view by residents of the City. Portions of this easement have been developed into accessory facilities to adjacent development -- city parking lot, boat park, parking areas for Marlin Cove Shopping Center and

parking area for development of Marina Point Condominiums. The major easement areas which are not being used are the proposed Marina High School land, the area north of Hillsdale Blvd., along Foster City Blvd., and the industrial area located north of the Nineteenth Avenue Freeway. Until a permanent program of undergrounding can be accomplished, there should be some form of temporary treatment given to those areas to avoid unsightliness and to prevent soil erosion created by windstorms. It has been agreed by the P. G. & E. that a strip eighty feet wide along Foster City Blvd. located in the school area be hydro-seeded in perennial wildflowers as an attempt to beautify at least a portion of the utility easement.

During the interim period prior to undergrounding a program for beautification and recreational use of a portion of the undeveloped P. G. & E. easements be required. Specific programs such as hydro-seeding may be used. Areas such as the remaining utility easements, future school sites, future park sites, the remaining civic center area, etc., all might well be included in such a program.

PRIVATE VACANT LANDS

Exhibit D shows the location of all major private vacant land in the City for which no specific development proposals have been made, at least at the time of this writing. Foster City is a unique community having been planned from its inception. The basic land use patterns were established in the beginning and have, for the most part, been substantially adhered to, particularly since the adoption of the present General Plan in 1972. Being planned, the allocation of primary land uses (residential, town center and industrial) were done together with the allocation of supportive and adjunct

uses (parks, schools and shopping centers). The additional fact that the land ownership was singular, that land reclamation and development of public facilities were controlled by the Estero Municipal Improvement District, and the establishment of restrictive development regulations along with a Planning Commission and Council/Board who closely followed the precepts of the adopted General Plan: all have contributed to the community being able to obtain the necessary "planned" areas for recreation and open-space as development occurred, usually at no cost to the community.

Recommendation:

1. That the development regulations (Zoning and subdivision) place particular emphasis on the provision of adequate public facilities and open space as part of the approval of development. These provisions should not only include the obvious areas as shown on the General Plan (serving overall community need) but should also include the more subtle areas located within the project, such as internal recreation areas, walkways and other necessary open-space (serving individual project needs).

WATERWAYS

The 1961 Preliminary General Plan stated as one of its major development policies:

"The City will take advantage of its bayside location by providing recreational areas and marina lots adjacent to the water and by developing a lagoon system for boating and other aquatic activities."

This policy has really become the major benchmark in the identification of Foster City. Its image as a "water oriented" community is well renowned. There are four basic water facilities as part of the total water resource



Exhibit D

PRIVATE VACANT LANDS

system, each one providing certain functions.

1. San Francisco Bay Obviously the bay is the primary resource for all the other water systems. It provides the water to Belmont Slough, Marina Lagoon as well as Foster City Lagoon. The City's projection into the bay coupled with the prevailing north-northwest air flow in the summer and a southerly flow in the winter tends to disperse air pollution and creates a natural "air conditioning" effect. Although the bay is at the present time providing minimal recreational opportunities the development of the Foster City Marina and the bay shore pathway park system would provide a number of recreational opportunities such as boating, fishing, observation of wildlife, hiking, biking, etc.
2. Belmont Slough This system provides three important functions. First, it provides a flushing action to the Foster City Lagoon which maintains the viability of the lagoon. Second, it provides a similar action in controlling water levels in the Marina Lagoon and thirdly, it provides a natural wildlife refuge as a result of its tidal action, mud flats and marshland vegetation.
3. Marina Lagoon Originally a slough similar to Belmont it has been converted to a lagoon system by the City of San Mateo with gates and a pumping system at the north end. Its conversion to a lagoon was predicated on its utilization as a storm drainage retention basin. It also serves as a boating area for people owning residential structures along its shoreline. It is proposed that its frontage in Foster City will be used to provide public access by both a pathway system and a public boat launching facility. A portion of

this system has already been included in the Shell Cove Townhouse project.

4. Foster City Lagoon This lagoon unlike Marina Lagoon was entirely man made. Similar to Marina Lagoon, however, it is also used as a storm drainage retention basin with gates at the south end and pumps at the north end. Being an integral part of the General Plan concept a system of islands were constructed in order to provide a large number of lots with lagoon frontage, thus encouraging the use of the lagoon for boating purposes. This was further encouraged by the construction of 22 foot high bridges, which permitted a relatively large number of sailboat classes. Power boats are prohibited. Most of the City's larger parks are located on the lagoon thus providing an added dimension to the recreation program.

Recommendation:

1. On Exhibit E there are three areas of the lagoon system which are still in private ownership. The two areas located in the southern lagoon section should be dedicated to the City as these areas are eventually developed. The area located between Shell Boulevard and Foster City Boulevard, however, has never been dedicated even though the adjacent properties have been developed. The City's new boat park is located adjacent to this area and although navigable rights exist across this property the lagoon ownership should, by all rights, be in the ownership of the City.

2. Every effort should be made to maintain and protect the designated wildlife and nature areas as indicated in the General Plan. Where possible the

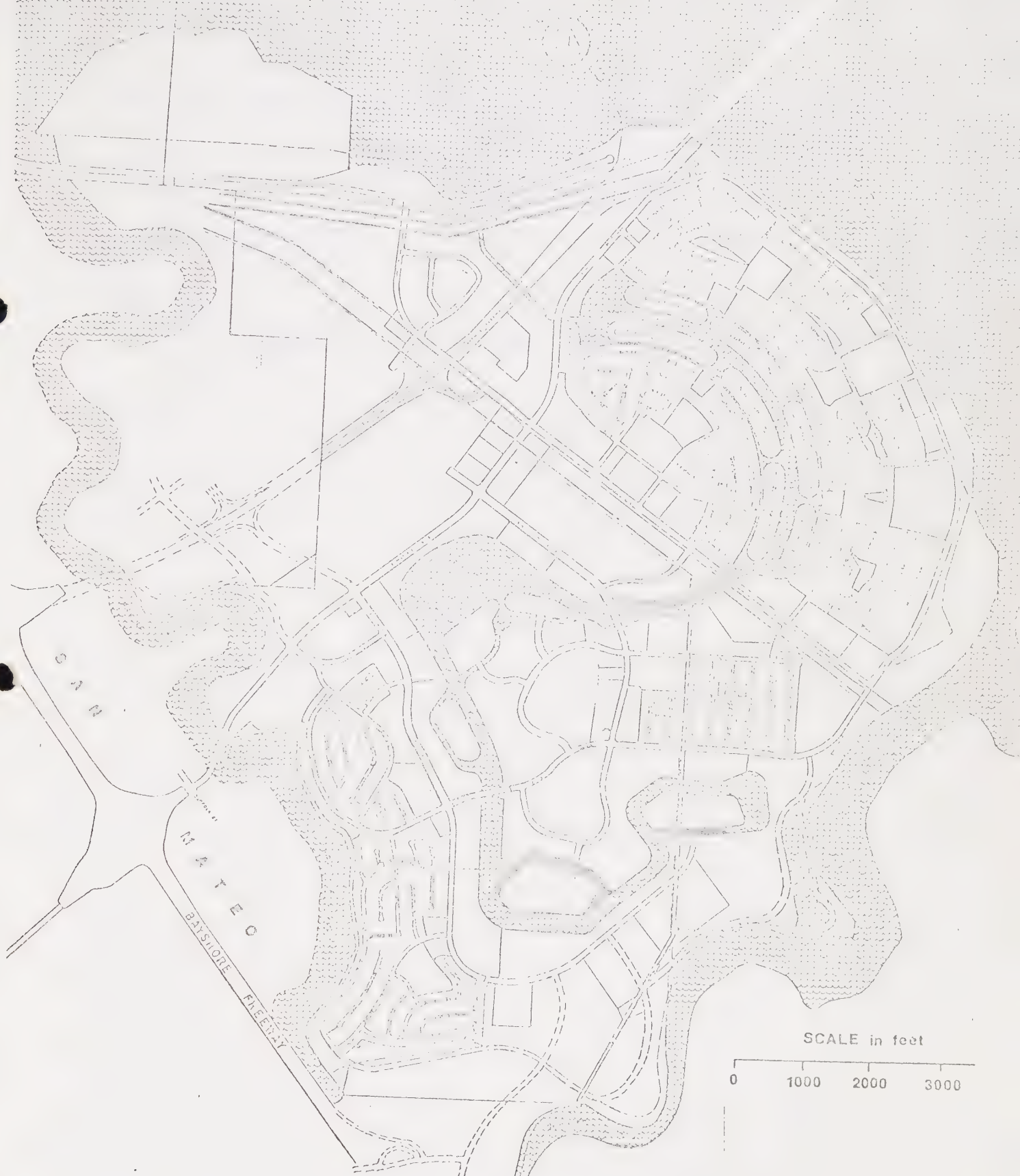


Exhibit E

WATERWAYS

City or District should obtain title to all private property located within the slough area inside City/District boundaries.

3. The State Division of Fish and Wildlife should be encouraged to study and evaluate the Foster City lagoon system with regards to determining its potential as a fish habitat and also its potential for marine culture.

RIGHTS-OF-WAY

Public rights-of-way consume a large amount of any developed area, and by their nature represent significant amounts of open space. It is not unusual to find twenty percent of land devoted to streets in residential areas. In commercial areas streets and related facilities can include a greater percentage of land. The width of a street and its layout, street surface and related landscaping, sidewalks, lighting and so on, have a major impact on the quality of an area.

Among the many factors affecting the open space value of streets, perhaps none is more important as street tree planting whether on street right-of-way or in front yard areas of private lots.

There are practical problems concerning tree growth in areas where the salt content of the soil is very high, but this is not the case in all areas where there is a deficiency of street trees.

Streets are mostly thought of as being there to be driven on, or to be there for parking purposes. In other words, streets are considered to be single purpose installations to convey or store vehicles. Yet they are more. Parents are more likely to see their children play in the street than they are to see

them in the City's parks, largely because parks are not as readily available. Streets sometimes provide views and in business areas provide exposure. Streets provide multi-purpose functions, therefore, they should not be overlooked as a resource of open space.

Recommendation:

1. It is recommended that a comprehensive tree planting program be instituted by the City through the Parks and Recreation Department and that as part of that program qualified professional consultants in the area of landscape architecture, horticulture and soils be utilized. This program should include not only rights-of-way but areas adjacent to rights-of-way, such as front yards.

SCENIC ROADWAYS

Certain streets merit inclusion in the Open Space and Conservation Element because they either have visual value in themselves or pass through areas which provide some form of scenic value. They are treated here in a cursory manner on the assumption they will be addressed in more detail as part of the Scenic Highways Element to be completed at a later date. Those roadways which have been identified as being significant to the purpose of this element are Hillsdale Boulevard, Foster City Boulevard, Edgewater Boulevard, Beach Park Boulevard and Third Avenue. Exhibit F shows their location.

1. Hillsdale Boulevard. This roadway provides the major entrance to the City beginning at the Hillsdale Bridge which is pleasantly planted and which provides a view along the Marina Lagoon, thence easterly along a nicely planted median to Central Park which provides an open space area and a view of the

Foster City Lagoon Bay. A view of the single family residential section of the upper lagoon is possible at the East Hillsdale Boulevard bridge crossing.

2. Foster City Boulevard. The north end of this roadway provides the other major entrance to the City bringing traffic into the Community for US 92 east and west and also from Third Avenue. This entrance is scenically inhibited by having to enter through the industrial district and by the significant traffic geometrics that exist in the area in the form of a somewhat blind curve approaching the overpass coming from the north conflicting with traffic turning left onto US 92 westerly, fast traffic coming off the overpass from the north merging with traffic exiting from US 92 easterly and then having to enter the busiest intersection in the City -- the corner of East Hillsdale Boulevard and Foster City Boulevard. Once East Hillsdale Boulevard is crossed, however, the median picks up and extends easterly to the Foster City Boulevard bridge crossing. The median contains large evergreen trees. With the exception of the Civic Center area parking area which is partly landscaped, the view to the west consists of the P. G. & E. easement and the undeveloped area of the proposed Marina High School. The Foster City bridge does provide a focus and terminus as you move easterly. Foster City bridge provides one of the best view of the lagoon. The completion of the boat park should provide an attractive area adjacent to the bridge. Once over the bridge the view is then transferred to Marlin Cove Shopping Center. The shopping center parking area is part of the P. G. & E. easement and contains some landscaping. Once past the shopping center the areas adjacent to the street are mostly undeveloped and the street ultimately ends without any sense of terminus at Beach Park Boulevard.



Exhibit F

SCENIC ROADWAYS

3. Beach Park Boulevard. Starting from Teal Street the boulevard turns south with dwellings located on the west side and the dike located on the east side. There is no view from the roadway and there is no sense of interest as the roadway proceeds south until a point is reached where the dredge becomes visible. Once passed the dredge the next point of interest is Bowditch School, however, the school is not seen until its location is reached. The next visual experience is created by the new structures of Sand Harbour and then by the new development in Neighborhood 5, which creates the present terminus. Its ultimate extension across proposed Beach Park Bridge to Edgewater Boulevard should provide another view of the lagoon and an interesting terminus at this intersection what with the proposed shopping center and Edgewater School.

4. Edgewater Boulevard. This facility runs from Hillsdale Boulevard to its intersection with Beach Park Boulevard. Through this section the roadway is developed with a median. The major scenic value at this time is that portion that passes Edgewater Park. This facility should have significant potential if it ties to US 92 and is extended southerly to connect with the potential Laurie Meadows-Ralston Interchange.

5. Third Avenue. Although anything but scenic at the present time, Third Avenue has the potential of being quite scenic and attractive. Although a secondary access from San Mateo and US 101, the continuing development of Foster City and Mariners Island may encourage its use as a major access. The street is close to the bay and affords occasional glimpses of water. The land adjacent is undeveloped making future treatment less restrictive. This facility is also

included in the San Mateo Open Space and Conservation Element so such inclusion is consistent with their plans. A potential scenic as well as functional element could be added by the possible extension of Third Avenue easterly under the San Mateo Bridge to a connection with Beach Park Boulevard.

Recommendation:

1. West Hillsdale Boulevard as well as East Hillsdale Boulevard bridges both have approaches which need improved treatment. It is recommended particularly that East Hillsdale Bridge approaches either be lengthened or posted speeds be enforced. This treatment would not only improve the safety of the bridge but would increase the opportunity for using the bridge for viewing the lagoon area. This situation is not as prevalent on other Foster City bridges. A more detailed analysis of these conditions will be made as part of the Circulation Element.
2. Median strips are not only used to separate traffic on high volume roadway systems, but can also be used, if planted, to create aesthetic areas as well as high volume roadway systems. Median strips need to be re-examined in regards to present landscape policies to determine if the boulevard or parkway effect presently achieved is in line with what the community conceives as the best qualitative standard for our Community.
3. It is not intended here to delve into the many and varied aspects of urban design. These factors may better be covered in the Community Design and Circulation Elements. It is only intended here to emphasize that in reviewing development plans along those roadways designated as having or potentially having scenic values, that consideration be given to the overall effect such plan would have on the total appearance of the street.

SPECIFIC AREAS

There are a number of areas which have a special relevance or importance to the purpose of this element. The purpose of this section is to note the more important parcels. Exhibit G describes these parcels.

1. Downtown: Downtown is significant to the City because of its potential economic function and as an important factor in community form. It composes part of the Town Center area which includes the Civic Center, proposed Marina High School, Central Park, Foster City Recreation Center and Foster City Lagoon Bay. The Downtown area is proposed to provide the major shopping and business center in the City. It will probably be developed as one parcel thus making it possible, under present zoning regulations, to review its design and, to insure that careful consideration be given to providing open spaces, street trees and other vegetation. Its design should be carefully integrated into the other Town Center facilities, particularly the Central Park area across the street.

2. Civic Center: Two-thirds developed, the remaining corner at East Hillsdale Boulevard and Shell Boulevard is to be used for future expansion of Civic Center. Although undeveloped at the present time it forms an integral part of this important intersection, located on a major thoroughfare which makes it visible and with Central Park and the bank and business office complex located opposite. The area should be treated to improve its appearance.

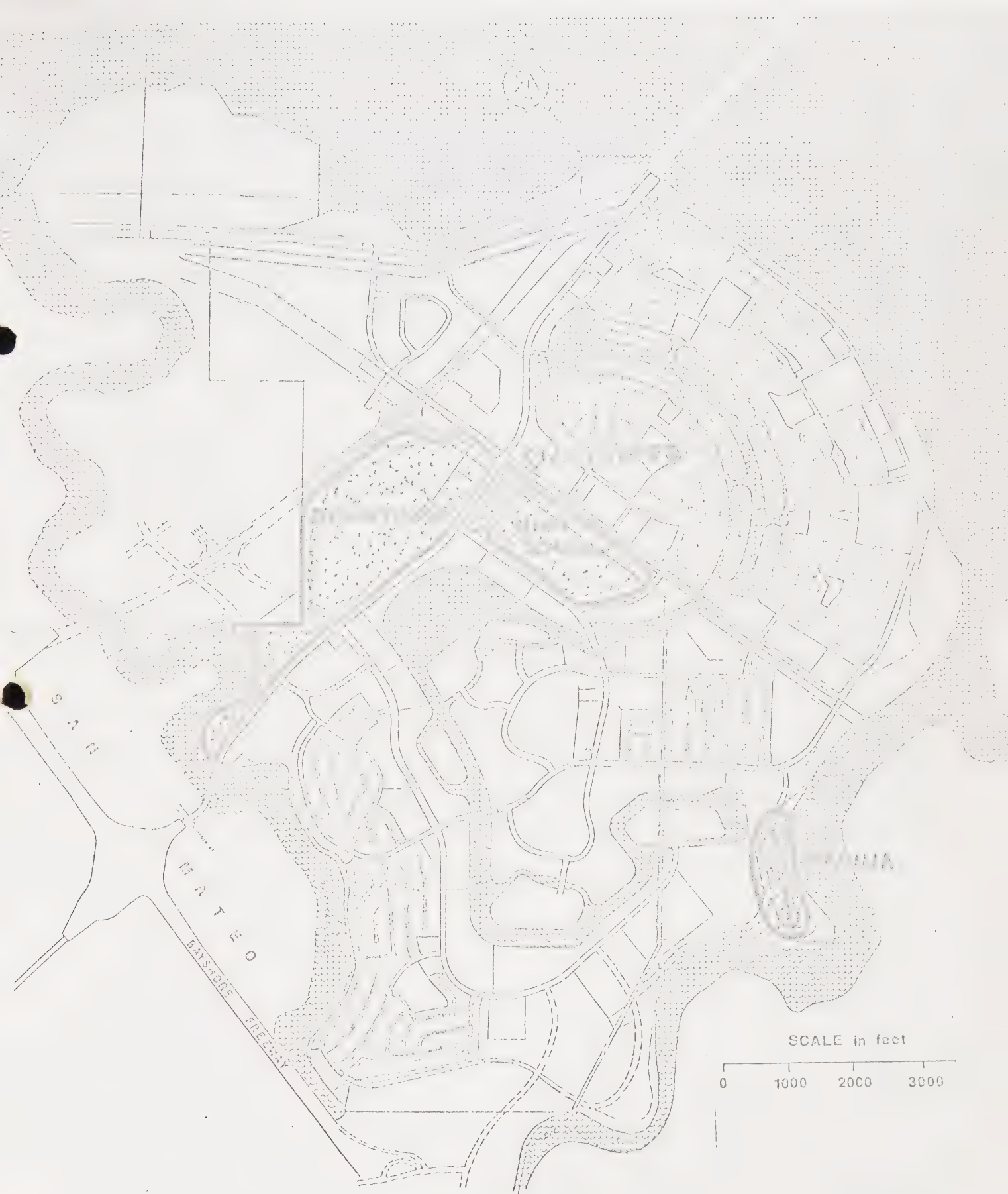


Exhibit G

SPECIFIC AREAS

3. Marina High School Areas. Being designated as a school site since the inception of the General Plan, the associated open space and recreation facilities have always been an integral part of the Town Center concept. There are several alternative methods of providing a high school and these are diligently being pursued. The elimination of the high school would no doubt create serious social and economic impacts on the community.

4. Foster City Marina. This area similarly to the high school area has long been a proposal for the city. A significant element in the City's policy of maintaining the Community's image as a "water oriented community", the development of the marina would provide a water oriented facility that is not only needed but has popular support from the large number of boating enthusiasts in the Community. Another strong point in support of the marina is its being an important element of a major regional park system which is intended to include a multi-functional system of uses -- wildlife interpretive center, wildlife refuge, marina pathway system, picnic areas, playground, commercial recreation. The development of this area will provide one of the most important and diversified recreation and open space facilities in the community.

Recommendation:

1. That significant efforts be made to encourage a downtown program as soon as possible. That the City be brought into such program at an early state in order to assure that the downtown area is properly integrated into the overall General Plan and that from a design standpoint, open spaces, landscaping, street orientation to Hillsdale Boulevard and US 92 and parking treatment properly meet the goals and policies of this element.

2. That a program for the temporary treatment and beautification of the vacant civic center area be established. If the City expects to have private developers beautify their projects then the City should try to provide an example in the treatment and beautification of its own property. Depending upon the use of the new recreation center this area might, for example, be considered as an area for overflow parking.

3. Until the Marina High School area is developed as a school site the school district should further improve the site conditions. Some type of ground cover, lawn or hydro-seeding should be required to not only beautify the site but to prevent wind erosion and sand storms. It should also be continued for recreation uses and whenever possible additional recreation facilities should be encouraged -- basketball courts, tennis courts, etc.

4. The location of the Foster City Marina will be adjacent to the wild life and marshland areas of the Belmont Slough. It is suggested that private lands which are now situated within the slough be acquired or controlled under public ownership and be protected as wildlife areas. This would add some sixteen acres of land to the 33 acres of land for which the City has received a "life-of-structure" permit from the State of California.

This would add, then, approximately fifty additional acres of land to the existing fifty acres lying within the dike area and with an additional 25 acres proposed west of the existing site, the regional park would amount to almost 125 acres, a significant facility in any town. (See Exhibit H.)



Exhibit H
REGIONAL PARK

IMPLEMENTATION V.

IMPLEMENTATION

Section 65567 of the State Code states that approval of development must be based upon consistency with the open space plan. Section 65567 states:

"No building permit may be issued, no subdivision map approved and no open space zoning ordinance adopted unless the proposed construction, subdivision or ordinance is consistent with the local open space plan."

By the legislature's approval of AB 451 the City of Foster City has until June 30, 1974 to meet the above requirement.

Zoning and Subdivision Regulations

These two forms of regulatory mechanisms give the City the power to promote the public health, safety, morals and general welfare. The two controls are derived from the police power which allows the local government to weigh the community's rights against the right of an individual doing what he wishes with his land. Zoning and subdivision regulations are the primary methods of land use control without the use of land purchase with compensation. The use of cluster concepts and planned unit development districts enable the land developer to use innovative techniques in the grouping of structures. This ultimately affords greater amounts of open space in developments which would have little or no green area if conventional site planning were used. Open space zoning provides an alternative land development technique which can be to the benefit of the City as well as property owners. Under this method recreation or other low intensity uses are permitted which would not degrade the open space values of the land. The City of Foster City presently provides, in its zoning regulations, a comprehensive approach to providing open space.

The regulation provides an OSC - Open Space and Conservation District which permits the following uses:

1. Agricultural crops
2. Wildlife sanctuaries (no structures)
3. Open space areas to be preserved from building or set aside for general public use
4. Water oriented use or boating where land is submerged
5. Public parks

In addition there are several other low intensity uses which are permitted subject to a Conditional Use Permit. This permit requires special review by the Planning Commission subsequent to approval.

The Citys zoning regulations also provide for Combining District Regulations. In this method a PD-Planned Development Combining District may be combined with a standard district where more and precise controls are utilized by the City while at the same time more flexibility in design is permitted to the developers. This system provides a unique opportunity for the City to negotiate with the developers for open space. In addition two other combining districts are provided. X-Future Development Combining District which is applied to areas designated for future development but where land is not yet suitable for development. The W-Aquatic Development Combining District is designed to accommodate uses relating to recreational and other types of activity involving the waters of San Francisco Bay, Belmont Slough, Marina Lagoon and the Foster City Lagoon System.

At the present time the development regulations appear to be adequate to accommodate the requirements for open space. Some changes to the Zoning map

may be required to obtain consistency with the Open Space and Conservation Element. These changes appear to be minor and relate mostly to areas which are presently undeveloped. Changes in the Zoning regulations are being made at the present time and will include any changes required by this element.

Scenic and Open Space Easements

Section 57060 of the State Code establishes that "any City or County which has adopted a general plan may accept grants of open space easements on privately owned lands lying within the City or County". The purpose of such easements is the preservation of land as open space in the best interest of the City.

Road and public land abandonment

All public lands should be carefully evaluated as to their relationship to the Open Space Element of the General Plan and no public rights should be relinquished until the review indicates there are no open space values involved.

Less than fee acquisition

This method is different from outright purchase of property in that only certain property rights are purchased. Land ownership is a combination of rights to the use of land. For example, the right to develop the land, the right to mineral exploration, etc., are less than fee rights. In less than fee acquisition, only certain desired rights are purchased, such as the right to prohibit road construction or building of structures. This method then, is the purchase of a portion of a private land owner's rights in order to retain or deter certain types of land uses.

Land Exchange

It is currently possible for governmental agencies to exchange public land for privately owned land for the purpose of obtaining needed open space land.

Deed Restrictions

Deed restrictions are often used by the private developer as a tool for controlling the type of development which might occur on that property. These restrictions might take the form of use restrictions, setback requirements, preservation of natural vegetation, architectural style, or other provisions which might add to the scenic beauty or open spaces of a developing area.

POSSIBLE METHODS OF FINANCING

Local Property Tax

One principal method of raising funds for open space acquisition is through the use of local property tax funds. Another method is by the sale of municipal bonds.

Federal Funds

1. HUD Open Space Grants - Although current funding of this program is seriously oversubscribed, it does essentially provide 50/50 matching funds for the acquisition of open space and park improvements. This program emphasizes the open spaces near urban areas.
2. Land and Water Conservation Fund - This is a 50/50 matching fund program currently available for the purchase of open space lands. This fund is administered through the Bureau of Outdoor Recreation. The City has already used this program for the acquisition of the regional park area and presently has an application for the improvement of the dike area along Beach Park Boulevard as a pedway. It is proposed that the City will continue to use this program for other recreational areas as well.
3. Wildlife Restoration Fund - The acquisition, development and preservation of major wildlife areas are funded under this program administered by the State Wildlife Conservation Board.
4. Other Federal Funds are available under many minor programs for the maintenance and acquisition of open space lands. It is essential, however, that the Federal program catalogue be reviewed periodically to realize the availability of these funds.

State Funds

1. Harbors & Watercraft Revolving Fund - This program administered through

the State Department of Navigation and Ocean Development provides loans to public entities for the construction of small craft harbors. Monies from this fund have already been applied for by the City for the construction of the proposed Foster City Marina.

2. SB 821 - This bill has just been approved by the State Legislature and provides that a portion of the percentage of funds allocated to the county for transportation purposes under the Mills-Alquist-Siddeh Act are to be made available to cities and counties for the exclusive use for pedestrian and bicycle facilities. Because this bill was newly passed just prior to this writing, a more detailed examination will have to be made to determine its use as part of our pedway system.

3. There are several bills and programs being considered at the present time but there is not sufficient information available to describe them here. The Park and Recreation Department should include as part of its continuing program a surveillance of the many programs that may provide recreation and open space funds.

Private Funds

The number of private conservation groups willing to purchase valuable open space lands for the benefit of the community and the environment has been increasing. This should be encouraged as an effective means of acquiring land that might otherwise not be obtainable through governmental action. This method is also valuable as a holding action until governmental funds can be made available.



C101741972